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C. F. HAYES,
Business Manager.

SATURDAY, NOVEMBER 13, 1909.

THE C. P. R. AGREEMENT.

Public meetings have been held for the purpose of acquainting the ratepayers with the good points of the C. P. R. agreement. Obviously, something of the kind was necessary, for the advantages are not very apparent to the layman. The disadvantages, however, scarcely require indication for they are like quicksand to a horse. For this the aldermen are not, of course, to be held too much to account. No doubt they got the last word, but it is not much better than the Company offered us three years ago. This only emphasizes the folly of hope. We got a fair deal for our money, and the absolute necessity, if the interests of the city are to be protected, of leaving them to apply to the railway Company for a concession which it admitted they will take if the present agreement is rejected. In fact, the weakness of the present, as of former agreements, is that it seems to proceed on the assumption that the city has no interests or any consequences in the matter to be protected. Naturally, resting on such basis, the document is not conspicuous for its assertion of the city's rights, but is rather a formal admission that it has none.

Naturally, the omissions of the agreement do not receive mention in the campaign to popularize it. This may be accounted for on one ground: that such mention is scarcely necessary, the omissions being quite apparent to any one who reads the clauses through. It is doubtful, however, if the agreement is so good a clause in the agreement which the Company to build a high level bridge at all. Clause 18 seems to do so, but it seems also to have been devised with a view to inducing the City to build a bridge absolutely free to build or not to build as they see fit. Certainly no clause binds the City to extend their railway into Edmonton, which one would think to be the chief consideration in making an agreement. Evidently certain, then, that the agreement is not so good as it seems to be, if we, if we must build the bridge and bring in their lines. They are the privilege of doing as they see fit, but they are not doing so until they get paid and ready. Neither is it stipulated as to what they shall do after making our train. They may build a station or not as they see fit. They can establish round houses and freight sheds, if they wish, but they are under no obligation to do so. They may make Edmonton a divided point on their system, as the C. N. R. and G. W. R. have done, or they may not. The aldermen they received, or they may merely operate the Edmonton station as a stub end from the Seattle and yards. The remainder of the agreement, then, is a mere formality, and it is strongly to their doing the latter. In fact, the agreement is wholly lacking in those obligations which are usually imposed on a railway company by a city in return for a bonus. Yet in assuming the property damages we are really conferring a bonus on the Company, and a bonus of no small amount. What we get in return for the bonus, very wisely, no one has set out to get, outside of the assurance that the city will not be of which there is no assurance in the agreement.

Emphasis is laid on the benefits the city would receive from the erection of a high level bridge. It is considered as a bridge as is contemplated in the agreement, and it is not surprising in the operation of the street railway, would facilitate traffic of all kinds between the two cities, and that the cost falling upon the city would not be heavy. These considerations of course have to be weighed against others. A large portion of the cost would be added upon the street railway, while the extension of the Company's lines into the city would add the largest part of the traffic

the inner-urban line now enjoys, the traffic to and from the city. The extension of the road would obviously practically altogether, heavy traffic being the chief benefit. There is, of course, the hauling of heavy loads of traffic to the other town. There will be when the C. P. R. trains operate in the city. The traffic is not, however, declared to "knock out" so many horses on the McDougall avenue bridge as it would not be affected by the construction of bridge. It should not originate in Strathcona, but in the valley. As a runway for motor cars and a picturesque drive, it would be a thing of beauty, and a joy forever. It has also been used as a means of making Strathcona a residential property available to people carrying a living in Edmonton. This argument, however, is now a very strong one with men who have put their money into Edmonton property.

Nevertheless the bridge as a separate proposition would receive the support of a large number of people who have no intention of using themselves up to an obligation of unknown extent, even to extend it to the more the benefits of the bridge are urged, the more apparent is the folly of connecting it with a condition which is not a condition at all. It is to be enforced, it is admitted that traffic bridge is not a concession for they are exchanging the privilege like quicksand to a horse. Then why the fate of the bridge is made to hang on the assumption of the damage, as it is said to hang. If the bridge is a concession for the city in exchange for the favors the city gives the Company, then why the bridge is not admitted to be a concession as a separate matter. The more the value of the bridge is extolled the more the mistake of the present agreement is advertised. If the project is so good, why the chances should have been taken of its being long through popular objection to other clauses of the agreement. To argue the advantages of the bridge is only to illustrate the extent of the mistake which made the securing of the bridge dependent on the acceptance of the objectionable clauses, as it is declared to be.

So far then as the bridge question is concerned, the man who does not want the bridge must vote against the agreement, because if we do not get the bridge, we are not to get the money which would be willing to pay their share toward the cost of the bridge are unwilling to be made responsible for property damages of the known extent, and to be parties to the closing of more city streets. The result of this phase of the matter is that, if the agreement is so good, we have to close the streets and pay the damages whether or not we want to do so. There is no doubt that the knowledge of what those would cost no one knows just what they would be willing to ratify a bridge for the City. The less they know, the more they are willing to pay. Whether a money billow for the bridge would pass. Yet we are required to accept the closing of the streets and the payment of the damages, and knowing whether the citizens will do so to put on the traffic accommodations. We are to assume the responsibility whether or not we get the benefit of the bridge, and without any tolerable idea as to whether or not the ratepayers will suffer the bridge.

It has been declared that the deal of the agreement would be the end of the continued bridge proposition. This does not follow by any manner of means. If the agreement is turned down, the Company will of course go to the Railway Commission for permission to extend the bridge. The Commission of course will hear what Edmonton has to say on the matter, and in the course of the hearing they will have an opportunity to "swap concessions" such is considered desirable in negotiations between a tribunal familiar with the ways of railways and representatives of the public. That the Commission would prevent the Company building any other than a combined bridge, if we had asked them to, might be farther than they would go, but certainly we should have the opportunity of getting from the Company more reasonable exchange of concessions than the present agreement offers us. To reject the agreement does not necessarily mean that the City will be forced to build a bridge free of cost from the necessity of building the bridge as the only means of getting out of getting out of a bonus of unknown extent.

It is declared that the property damages would be paid for by the value of the property when the bridge of the road was filled. Then this agreement proposes to work hardship

on the property-owners for it leaves the Company free to raise the value of their road until they see fit to come in. In the meantime the property known to be affected must be left in the hands of the Company. There is no doubt in value but that the property is mortgaged, as it were, its sale if it is not prevented, and the tax is a burden. Other property owners stand to get damages on only the value of the property when the value of the road is filled. Surely there should be some time limit to the ability of the Company to hold up the owners in this manner.

It is argued that the property damages would be small, this, of course, nobody knows, or could know until the courts got through with the matters which would be "paid against pay etc. And as the Company is the judges of when they should enter the city the course of litigation process to be a lengthy one or so, why should the city pay damages when it gets nothing in return? The payment of damages is an essential part of the cost of building the railway. The Railway has specifically declared (clause 19) —

"The Company shall, in the exercise of the power by this or the Special Act granted, do as little damage as possible, and shall make full compensation, in the manner herein provided, to the Special Act provided, to all persons who are damaged by any damage sustained by reason of the exercise of such powers."

The question of who pays property damages is, therefore, not an open one, nor can any part of them fall upon the city unless the city voluntarily undertakes to pay them by agreement. And whether or not the damages be large or small the city would not be well advised in agreeing to pay them without some satisfactory concession from the Company.

Emphasis is placed on the amount of the bridge, most of it in the building of the bridge. Most of it must be spent anyway, if the Company make their entrance, and most of the balance would be merely borrowed by the city to be paid out again. Nothing, however, is heard of the money that would have been spent in the city every week and year after year if the Company had been bound by the agreement to give the city some return for the bonus, in the shape of a bridge. Under the present agreement they are not bound to erect a single building in this city nor to employ a single hand more than they see fit. There is nothing in it to oblige them to establish a 200-foot here in return for the bonus the ratepayer is asked to relieve them of. In the circumstances, if the case they will not establish any such desirable institution unless they are bound to do so. Their divisional facilities are already located elsewhere, and the agreement does nothing to induce them to remove those to Edmonton.

It is asserted that if the Railway Commission were appointed to the city would be assessed part of the cost of the bridge. The Railway Commission would be asked to build a high level bridge. We are assessed \$5,000 for the Jasper subway under the present agreement. A recent Ottawa decision of the Commission referred to, to prove that we would fare worse from the Commission. The latter cannot have been familiar with his promises. He apparently has not read the following dispatch in the papers a few days ago, and a few days before the Ottawa decision was handed down.

Ottawa, Nov. 11.—Chairman Maher, of the Railway Commission, has advised the board of control for control for the city of Ottawa for the extension of the Canadian Northern for an extension of their Montreal line into the city over the level of the city. Both city and board agreed the level crossing proposed by the board of control had been declining over the matter just as they have here, and had made some of things Maher, Chairman of the Commission, had said. This matter and the steps taken between them and the public and without to sanction the public. He said they had been declining to make an agreement to be a third of the cost of the subway on that. It must be admitted that our own case has been better than that of the city of Ottawa. The decision of the Commission that those who have not yet expressed their interest in the matter is a little danger of the Board remembering the wisdom of the aldermen to our disadvantage.

But we have evidence nearer home. An advertisement telling information is being sent out by the city board in the vicinity of the parking place. There is a country road known

as the Fort Saskatchewan trail. The T. P. crossed this road overhead, and left a stationery subway only. To this arrangement the commissioners of the city of Edmonton gave their order a handsome. Other property owners shall some day have to build a street railway line through that subway. But the matter did not end there. The commissioners of the city representing that part of the city to be matter up with the Commission and represented the interests of the persons who use the subway. The Commission ordered the Grand Trunk Pacific to widen the subway from 16 to 60 feet, the full width of the road, and to do it at their own expense. This reflects the attitude of the Commission as to the partial closing of a country road. Yet this city is bargaining with the T. P. as to whether the subway on Jasper avenue shall be 60 feet wide or 30 feet, and is offering to pay part of the cost if the Company will be good enough to make it 80 feet.

Only last month the Commission was in Edmonton and when here was asked to allow the damages claimed by property owners (by the closing of Twenty-first street. The chairman expressed surprise that the city should have turned over the street to a railway company without thinking of the compensation feature. And he expressed surprise that he could not find the damages against the city, presumably on the ground that those who will not regret their rights should be asked to have any. Why the city was asked to have any. Why the city was asked to have any. Why the city was asked to have any.

It is claimed the Sugar Trust had elected the United States out of \$30,000,000 customs duties. The Trust is a firm believed in free trade for the well and high tariff for the consumer.

There will be genuine regret among the members of the Assembly, and among people generally who knew that the city had been to the detriment of Mr. McKinnon, Mackenzie, from the Legislature. From the first he has been recognized as one of the most capable members of the House. His fellow-members and all who knew him will hope that a winter in the South may send him back to Alberta with renewed health in the spring.

Lady Cook, the suffragette leader who came over a month ago to meet the women of the United States to discuss the rights of the women, has been called away for England in high duty. When she landed in state the papers mentioned, incidentally, a matter that she had brought along with her. She had brought along with her a letter to the women of the United States to discuss the rights of the women, has been called away for England in high duty. When she landed in state the papers mentioned, incidentally, a matter that she had brought along with her. She had brought along with her a letter to the women of the United States to discuss the rights of the women, has been called away for England in high duty. When she landed in state the papers mentioned, incidentally, a matter that she had brought along with her. She had brought along with her a letter to the women of the United States to discuss the rights of the women, has been called away for England in high duty. 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RED DEER IN TROUBLE WITH A CORPORATION

Details in Dispute Regarding Telephone and Water Supply—Red Deer People Never Submitted to the Agreement, Cause of the Dispute.

Red Deer, Nov. 12.—The experience of the town of Red Deer in its fight to obtain a franchise for the telephone and water supply is not new. It has been through this process many times before, and the holders of the franchise find it difficult to get a new franchise after it has been once granted. It is to be expected that it will be difficult to get a new franchise after it has been once granted. It is to be expected that it will be difficult to get a new franchise after it has been once granted.

Question

There are at the present time two franchises being granted in the town of Red Deer. The first is for the telephone and the second is for the water supply. The town of Red Deer is in a difficult position. It is a small town and it is not easy to get a franchise. It is a small town and it is not easy to get a franchise. It is a small town and it is not easy to get a franchise.

Never Submitted to the People

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The Water Supply

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Legislature Ratifies It

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A REVOLUTION IN RAILWAY METHODS

Invention Perfected Which May Mean Substitution of Motor Cars for Present Double Track—Gyroscopic Applied to Railway Operation.

New York, Nov. 12.—Demonstrations conducted in London by Louis Brennan, an Irish inventor, have shown that the gyroscopic principle can be applied to railway operation. The invention is a gyroscopic car which can be used on a single track. It is a small car and it is not easy to get a franchise.

Company Raises Rates

Last fall the company raised the rates on telephone to \$20 for business and \$10 for residential. The company is now raising the rates again. It is a small town and it is not easy to get a franchise.

The Key of the Pacific

Pearl Harbor to be Naval Base for United States. The United States is planning to make Pearl Harbor a naval base. It is a small town and it is not easy to get a franchise.

Fortune for Missing Man

Henry Briggs Wanted in England. A man named Henry Briggs is wanted in England. It is a small town and it is not easy to get a franchise.

Magrath Presents Scheme

Member for Medicine Hat Expounds Naval Policy Before Conservative Caucus. A member of the House of Commons has presented a scheme for a naval policy. It is a small town and it is not easy to get a franchise.

COUPLING DID NOT HOLD.

Brakeman Could Not Explain Why the Train Parted, Causing the Wreck.

Vancover, Nov. 12.—From three o'clock until seven the jury listened to the testimony of the brakeman who was on duty at the time of the accident. The jury is now deliberating on the case. It is a small town and it is not easy to get a franchise.

For Ladies

That 2 for 1 guarantee—the most liberal—given anywhere—backed up by the largest hosiery mill in Canada. You can depend upon the guarantee being fulfilled to the last letter.

For Men

That 2 for 1 guarantee—the most liberal—given anywhere—backed up by the largest hosiery mill in Canada. You can depend upon the guarantee being fulfilled to the last letter.

Seamless Hosiery

These machines form-hat the hosiery in the form of the machine exclusive machines. They are the best in the world. It is a small town and it is not easy to get a franchise.

ST. JOHN SOLDIER ARRESTED

Recro Fullen, one of Haywood's Lieutenants, Failed to Obey. St. John, Nov. 12.—Recro Fullen, one of Haywood's lieutenants, was arrested today. It is a small town and it is not easy to get a franchise.

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Buy Hosiery Made by the Largest Mills on a 2-for-1 Guarantee

We guarantee the following lines of Pen-Angle Hosiery to fit you perfectly, not to shrink or stretch and the dyes to be absolutely fast. We guarantee them to wear longer than any other cashmere or cotton hosiery sold at the same prices. If, after wearing Pen-Angle Guaranteed Hosiery any length of time you should ever find a pair that fails to fulfil this guarantee in any particular, return the same to us and we will replace them with TWO new pairs free of charge.

For Ladies

No. 1762—"Lady Fair" Black Cashmere. Medium weight. Black. 2 for 1. No. 1763—"Lady Fair" Black Cashmere. Medium weight. Black. 2 for 1. No. 1764—"Lady Fair" Black Cashmere. Medium weight. Black. 2 for 1.

For Men

No. 2484—"Medium weight" Cashmere. Medium weight. Black. 2 for 1. No. 2485—"Medium weight" Cashmere. Medium weight. Black. 2 for 1. No. 2486—"Medium weight" Cashmere. Medium weight. Black. 2 for 1.

Catalog Free

If you want something different than the styles and shades shown in this catalog, we will send you a catalog free of charge. It is a small town and it is not easy to get a franchise.

Pen-Angle Hosiery

These machines form-hat the hosiery in the form of the machine exclusive machines. They are the best in the world. It is a small town and it is not easy to get a franchise.

READ THE BULLETIN WANT ADS.

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Are You?

Are you getting your socks back from the laundry, nicely darned?

Mothers Who Are Particular

—about the health and wellbeing of their children should exercise great care in their choice of a soap.

Not If

Let us hear from you. It is a small town and it is not easy to get a franchise.

PHONE 1277

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Nova Scotia Laundry

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ALBERT SOAPS, LTD., Mfrs. MONTREAL.

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CAMPBELL FURNITURE CO.

HIGHEST QUALITY

EMPIRE BLOCK COR. FIRST AND JASTER EDMONTON, ALTA.

Strictly Moderate Prices

TO BOOK LOVERS

The Globe Wernicke Elastic Book Cases

are ARTISTIC and can be built up UNIT BY UNIT to meet INDIVIDUAL REQUIREMENTS and yet ALWAYS APPEAR COMPLETE.

They stand away above anything else on the market.

We are Sole Agents in the City for These High Grade Goods

Everything new, dainty and seasonable finds its way on to our floors just as soon as it is produced by the best factories.

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EVEN THE C.P.R. HAS HAD A GRAVE CRISIS

Writer in Montreal Star Tells of Time
That Lord Strathcona Put Up
Everything He Had as Security
Against a Crisis in Critical
State.

The sharpest of the many crises through which the Canadian Pacific syndicate had to fight their way coincided with the driving of the last spike, writes W. L. Lawson in the Montreal Star. Building stock had then to be got, and that was the last spike, a later date. When the last spike was driven, the C.P.R. was in a very bad way. It was a very bad way, and it was a very bad way. It was a very bad way, and it was a very bad way.

The purchase of the famous ten-year annuity had crippled the company's treasury badly, and all things coming to it, it was a very bad way. It was a very bad way, and it was a very bad way. It was a very bad way, and it was a very bad way.

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REPORTS FROM FIELD OF BAPTIST MISSIONARIES

Convention at Moose Jaw Hears of
The Work of the Church Among
Swedish Immigrants and in India
— Election of Officers for 1909-10.

Moose Jaw, Nov. 12.—At the general assembly of the Baptist convention today, the nominating committee presented the following report recommending the officers for the year 1909-10, who played with each other in the West the formation of opinion in regard to a definite policy. The report was presented to the assembly by the nominating committee, and the assembly was in a very bad way. It was a very bad way, and it was a very bad way.

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Skating
Boots

Thought Waves on Comfort

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THE IRON AND STEEL COMPANIES TO MERGE

Amalgamation of Two Wealthy
Corporations, Parties in Famous
Case, Will Result in a New
Company President to Sell His Stock.

Montreal, Nov. 12.—The merger of the Iron and Steel Companies of Canada and the Dominion Iron and Steel Company into a corporation, in which the latter company is the dominant force, is being rapidly approaching completion. The Iron and Steel Company, which has been in existence since 1881, and the Dominion Iron and Steel Company, which was founded in 1888, are the two companies which are to be merged. The merger is being completed by the purchase of the shares of the Dominion Iron and Steel Company by the Iron and Steel Company. The purchase is being completed by the purchase of the shares of the Dominion Iron and Steel Company by the Iron and Steel Company.

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December
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Canada
Excursions

TORONTO and points in Western Ontario \$58.35
MONTREAL and points in Ontario west of Belleville and Trent 2 \$63.35
From Edmonton, other stations correspondingly low.
Proportionately low fares to other points in Ontario, Quebec and Eastern Provinces
European Excursions
On sale Nov. 21st to Dec. 31st, 1909.
For through Tickets berth and steamship reservations apply to
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AROUND THE CITY

LOCAL.
The executive committee of the Y. W. C. A. is asked to meet in the parlors of the association building on Third street on Monday, November 19th, at 4 p.m.

JACKSON BROS., manufacturing jewelers, have been appointed official time and watch inspectors for the 1910-11 season of the Grand Trunk Pacific railway.

His Honor Judge Taylor is today at Loyalistville, presiding in a case of revision, where the appeal of MacKenzie & Mann from the assessment made by the town of Loyalistville is being heard.

The Alberta Twin Cities poultry and Pigeon Stock association will meet in Mechanics' hall on Monday, Nov. 19th, at eight o'clock. W. W. Foley will give an exhibition in poultry showing and training.

The ladies of Wesley Methodist church, Fourteenth street, are holding a hot chicken supper on Tuesday evening from 6 to 8 o'clock. A musical program will be rendered after the supper.

The managers of the Methodist church at Red Deer, now in course of construction, and which when completed will cost \$20,000, are calling for tenders for the lathing and plastering of the edifice.

H. K. Cusker, clerical secretary of the Laymen's Missionary movement, Toronto, will preach at the Methodist church tomorrow morning. He will also address a men's mission conference at 7 p.m. on Monday, at 15 o'clock.

quart wedding was solemnized at All Saints church on Thursday evening when James Gordon, groom, and Miss Elizabeth Gordon, bride, were united in marriage by Archdeacon Gray. The young man is a clerk for a time at Mr. Richardson's on Palliser street, east of the city.

SYSTEM NOT YET READY.
Residents of the Grand Estate who have connections with the sewerage system are especially requested not to discharge sewage or waste water into the system through these connections as there is no system in place to meet this system. The continued use of these sewers will cause the flooding of the premises of a number of homes connected to the system. The work of completing this district is being held up by lack of pipe, but this is now on its way to Edmonton and the work will be completed as soon as it arrives.

VOTERS LIST CLOSED MONDAY.
Monday morning at 10 o'clock will be the last hour at which any names are not on the civic voters list for this year will be appearing in the list of appearing in order to have their names inserted. Any names to be added to the list must be added to the city assessor's list by the assessor's office. The assessor's office is now open at all the hotels and other public places in the city. The new River Road 4 made up of Ross Place is included in Poll 2 instead of Poll 3 with voting at the assessor's office.

Y. M. C. A. DEBATING CLUB.
For some time there has been a movement on foot towards the establishment of a debating club in connection with the Y. M. C. A. This club will meet every Wednesday at 8 o'clock in the evening at the Y. M. C. A. building. The club will debate on topics when debates, books, pamphlets, subject, for the next debate will be announced at each meeting. On Wednesday, the 17th inst., the subject will be "Resolved that the proposed agreement between the Y. M. C. A. and the P. R. is in the best interests of the city." Messrs. Ramsdell & Gilligan will take the affirmative and Messrs. Hutton and Skeddell the negative, after which the debate will be open. There is a small nominal membership fee. The secretary is T. L. Gilligan.

PICTURES AT EMPIRE.
That the Empire is equally well worth visiting when pictures are being shown, as it is when vaudeville is being presented, was clearly demonstrated some time ago, and the list of subjects for this week-end is up to the high standard set by the Empire, started running motion pictures for the latter part of the week.

The House on the Bridge is a historical drama, followed by a screaming comedy film. The argument is that the illustrated show is more than a mere "Puckett Only a Drama of You." It is far ahead of anything else being shown.

The Telegraph Warming is also another powerful dramatic subject, and some stirring incidents are faithfully portrayed by the camera. This great reel "He went to see the devil," is still another comedy film, and shows clearly what a vivid imagination, coupled with some real and elaborated situations, can produce. It will do for a man. "Colonial Virginia" is the title of a picture which is a real which is all to the good, and rounds out a fine line of picture subjects.

THE WEATHER.

The weather throughout the Prairie Provinces has been mostly fair and cold.
Forecast—All west, fair and decidedly cold today and on Sunday.
The record of temperatures in the various centres yesterday was as follows:
Edmonton, cloudy, 20 to 10.
Calgary, cloudy, 20 to 10.
Swift Current, clear, 20 to 10.
Regina, cloudy, 18 to 8.
Winnipeg, fair, 18 to 8.

PERSONAL.
J. W. Wright left for Regina yesterday by N. R. train.
H. F. James left yesterday by C. N. R. for Winnipeg.
Judge Taylor left last night for Saskatoon by N. R. train.
F. W. Grant left for Winnipeg yesterday by C. N. R. train.
Mr. J. H. Jackson, 1818 Eighth street, left yesterday for Toronto over the C. P. R.
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SEPT. MCINNES BANQUETTED.
Sept. D. McInnes, of the 10th A.M. R. was the guest at a complimentary dinner tendered him by his fellow members of the Civil Service of Alberta at Hurry's Cafe last night. The dinner was given in honor of the most enthusiastic member ever given in the city. Since Sept. McInnes returned from Bismarck, where he won honor as one of the foremost rifle shots of the Empire, and later winning for the second time the Governor-General's medal in rifle shooting, he has received the hearty plaudits of his many friends. Last night's banquet was an occasion of great interest to his pride that is taken in his notable record.

On Thursday, November 11, a special party meeting was held in the hall of the W. C. T. U. building. The feature of this meeting was the election of officers for the year. The election of officers resulted in the following: President, Mrs. J. H. Robinson; Vice-President, Mrs. J. H. Robinson; Secretary, Mrs. J. H. Robinson; Treasurer, Mrs. J. H. Robinson; and so on.

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LOCAL HUMANE SOCIETY.
The annual meeting of the local humane society was held at the Hotel de Ville on Monday evening. The meeting was attended by a large number of the members of the society and a number of the public. The meeting was presided over by the president, Mr. J. H. Robinson, and was a most successful one.

EXTENSION LECTURES.
The first course of lectures to be given in Edmonton under the auspices of the University of Alberta will be given by Dr. Broadie, and one of the subjects will be the development of the English Drama, tracing its history from the earliest times to the present day. The lectures will be given at the University of Alberta building, and will be held on Wednesday, November 17th, at 8 o'clock in the evening.

WESTWARD HO COLLEGE.
The first year of the college for the past year has closed. The college has received the highest marks for the past year, and the students have been very successful in their studies. The college has also received a number of awards for its students, and the students have been very successful in their studies.

BORN.
Bill-Ole November 5, at Ed. Avenue, Mrs. Strathmore, the wife of W. H. Strathmore.

DEATH.
The first lecture of the course will be given by Dr. Broadie on Monday, November 17th, at 8 o'clock in the evening. The lecture will be given at the University of Alberta building, and will be held on Wednesday, November 17th, at 8 o'clock in the evening.

CHURCH SERVICES.
Catholic services will be held at the St. John's church, 1010 10th street, on Saturday and Sunday. The services will be held at 8 o'clock in the morning and 7 o'clock in the evening. The services will be held at 8 o'clock in the morning and 7 o'clock in the evening.

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STANLEY & JACKSON SOLE AGENTS

"CEETEE" UNDERWEAR

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